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Organization of the 25th Air Defense Fighter Regiment

General Information

1. The 25th Air Defense Fighter Regiment (25 Pulk Lotnictwa Mysliwskiego Obrony Krajowej) was stationed at Pruszcz-Gdanski Airfield (N 54-15, E 18-40). Although the regiment's primary mission was the air defense of the country's Northern Military District (also known as the Bydgoszcz or Pomeranian District) which extended along the Baltic Sea coast from the German to the Soviet borders, it was chiefly responsible for the safeguarding of two objects; the Gdansk (N 54-21, E 18-40) harbor area and dock yards; and the railroad/highway bridge in Tczew (N 54-06, E 18-48) on the Wisla River. 25X1

2. The 25th Fighter Regiment was part of the 10th Air Defense Fighter Division (10 Dywizja Lotnictwa Mysliskiego Obrony Krajowej) the headquarters of which was located at Slupsk Airfield (N 54-29, E 17-06). Also part of this division and directly subordinate to its headquarters were the 11th Air Defense Fighter Regiment (11 Pulk Lotnictwa Mysliwskiego Obrony Krajowej) stationed at Debrzno Airfield (N 53-32, E 17-16) and the 24th or 26th Air Defense Fighter Regiment (24 lub 26 Pulk Lotnictwa Mysliwskiego Obrony Krajowej) stationed with the division headquarters at Slupsk Airfield. 25X1

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The 10th Fighter Division, the commander of which was Lt. Col. Stanislaw TANANA, was directly subordinate to the Fighter Air Force Headquarters which in turn was directly subordinate to the Polish Air Force Headquarters (DWLOT). Both headquarters were located in Warsaw on Ulica Wawelska, Ochota District.

History

3. The 25th Fighter Regiment was originally activated in Slupsk in 1952. In 1953 it was initially equipped with MIG-15 aircraft. In September 1953, the regiment was transferred to Pruszcz-Gdanski Airfield, its present permanent duty station. The 25th Fighter Regiment, which had been part of the 10th Fighter Division ever since its activation, was considered in official air force circles to be one of the best outfits in Poland. In 1955, it was cited by the General Staff as the country's top air force unit for that particular year. Such a citation was highly coveted by every air force unit; it was always accompanied by an honorary flag which permanently remained with the regiment and was displayed whenever the occasion called for it. At the end of 1954, the regiment's MIG-15s were replaced by MIG-15bis aircraft and in late 1957 approximately 22 MIG-17s were assigned to the unit.

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eventually the entire regiment would be equipped with the latter type aircraft. However, the MIG-17s given to the 25th Regiment were not equipped with radar gun sights, but instead carried the conventional type sight used on the MIG-15bis. The only Polish Air Force unit which flew MIG-17s equipped with radar gun sights was the 1st Fighter Regiment i/n Warsaw (1 Pulk Lotnictwa Mysliwskiego im. Warszawa) which was stationed at Bemowo Airfield (N 52-15, E 20-55). [redacted] there was only one additional regiment, besides the 25th and 1st, which flew MIG-17 aircraft: either the 24th or 26th Fighter Regiment in Slupsk. The latter unit had two squadrons equipped with MIG-17s and one with MIG-15bis. 25X1

Aircraft

4. The authorized aircraft strength of the 25th Fighter Regiment was as follows:

a. 46 MIG-15bis and/or MIG-17s for combat.

b. 4 UT-MIG-15bis for training.

c. 1 MIG-15 tow-target aircraft for air gunnery.

d. 3 Yak-11s for training.

e. 1 Po-2 for weather observation and liaison.

5. The regiment's actual aircraft strength was as follows:

a. Approximately 22 MIG-17s for combat.

b. Approximately 58 MIG-15bis for combat.

c. 4 UT-MIG-15bis twin-seat trainers.

d. 1 MIG-15 tow-target aircraft for gunnery practice.

e. 3 Yak-11 trainers.

f. 1 Po-2 for weather observation and liaison.

6. The unusually large number of combat aircraft was attributed to the fact that the regiment was being assigned Polish manufactured MIG-15bis (Lim-2s) and MIG-17s (Lim-3s) to replace the initially assigned Soviet-manufactured MIG-15bis, although the latter aircraft were still in flyable condition. All Soviet MIG-15bis aircraft in the regiment had to be flown until the end of their life span, and in this way they were to be slowly eliminated until the unit's actual aircraft strength would be equal to its authorized strength. This considerable overage of airplanes prompted much controversy since there were many units which did

not have their fully authorized aircraft strength. Certain air force commanders suggested that the 25th Regiment's surplus planes should be given to those having a shortage. However, no such action was ever taken; probably because of the importance which Air Force Headquarters attached to the 25th Fighter Regiment and its mission. The 22 MIG-17s were assigned with the regiment as follows: The 1st Squadron had 12; the Headquarters Flight had four; and the Ace Group (Grupa Asow), which consisted of six all-weather pilots, had the remainder.

7. Of the regiment's 80 combat aircraft, approximately 60 were always combat ready; about 10 airplanes were undergoing periodical inspections each day, and an additional 10 were normally awaiting spare parts not immediately available, mainly radio equipment and batteries. The latter aircraft were usually grounded for 10 to 15 days. Although regulations prescribed that a pilot could only fly the one particular aircraft assigned to him, in the 25th Regiment, if a pilot's own plane was grounded, he could always fly one of the additional MIGs assigned to his particular flight. Because of this flexible policy, and the large number of available aircraft, canibalization was very seldom practiced in the 25th Regiment. Normally, never more than about 26 aircraft were airborne at any one time; occasionally (about twice a year), the entire regiment participated in one common sortie. In addition, the entire regiment was always airborne whenever there was an alert.

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[redacted]

General Training

12. All regimental training was outlined by the 10th Fighter Division Headquarters which in turn received training programs from higher headquarters. The 25th Regiment was also allocated, by division headquarters, the total number of hours that it was to fly during a particular year. Flying hours were allocated on an annual basis to each division headquarters by the General Air Force Headquarters in Warsaw. Although, as prescribed by regulations, flying hours were to be divided among pilots in accordance with their ability and regimental position, this was seldom adhered to and the more influential and higher-ranking pilots usually received a larger share of hours than to which they were entitled. [redacted] instances when in certain regiments 25X1
one pilot would be allocated 300 hours and another only 40 hours. However, in the 25th Regiment, few pilots flew less than 90 hours annually. Newly-graduated pilots were allocated approximately 80 hours directly by Air Force Headquarters during their initial year with a fighter regiment. This was to insure that regardless of a regiment's particular quota, they would receive adequate flight training. After the initial regimental year, they were allocated hours from the normal regimental quota. [redacted] 25X1

[redacted]

[redacted] the average flying time per pilot was about 100 hours yearly.

Pilot Ground Training

13. Pilot ground training included theoretical training which, just as any other type of ground training, was generally conducted

during adverse weather conditions when flight operations were impossible. Therefore, classes were normally conducted during the winter months. Another factor which limited winter flying was a lack of equipment, notably warm clothing for ground crews. Theoretical training was actually a repetition of the schooling each pilot had received while attending pilot training school. The subjects, with the approximate number of hours spent annually on each, included: aircraft and engine performance, 40 hours; aircraft and engine components, 40 hours; electrical and radio equipment, 60 hours; armament, 30 hours; aerial gunnery, 20 hours; navigation, 50 hours; air tactics, 30 hours; tactics of friendly and foreign armed forces, 30 hours; atomic warfare defense, 50 hours; CW and BW, 30 hours; military rules, regulations and courtesy, 40 hours; political studies, 200 hours; theory of flying and aerodynamics, 60 hours; aviation medicine, 40 hours; communications, 30 hours; aerial photography, 20 hours; topography and geography, 20 hours; mathematics, five hours; ground safety, five hours.

14. As a part of ground training, physical training consisted of two phases,--calisthenics and gymnastics. Calisthenics were conducted every day except Sunday for approximately 30 minutes, generally before breakfast. A total of about 200 hours per year was spent on gymnastics which included the use of parallel and horizontal bars, as well as sports such as soccer and volley ball.

15. Ground training also included approximately 60 hours annually of simulated flying in class-room mockup, 60 hours of military drill, 80 hours of small arm firing and approximately 200 hours of aircraft maintenance during which pilots were obligated to help mechanics. Upon assignment to the regiment, every pilot had to undergo driver's training to familiarize himself with the operation of all motor vehicles utilized by the unit.

Flight Training

16. The regiment's flight training depended largely on a pilot's experience and sometimes his ability or weakness in certain phases. It consisted of the following exercises: touch-and-go landings, formations, cross-country flights, acrobatics and air combat, air gunnery, interception, medium and high altitude flights, instrument flying, and special flights.

a. Touch-and Go Landings - each time a pilot did not fly for a period of two weeks or more due to illness, leave, or absence from his unit, he was required to perform three touch-and-go landings, one of which had to be satisfactory. These landings were executed in UT-MIGs, and the examiner was always the pilot's direct commander; for example, the examiner of a flight commander was the squadron commander. Pilots who did not fly for periods of more than two weeks but who were not absent from their unit were not required to perform the touch-and-go landings.

b. Formations - approximately 15 percent of an average pilot's annual flying time consisted of formation flights. Formations consisted generally of two, four, and sometimes 12 aircraft. Four-aircraft formations were the most common. Approximately every six months the regiment adopted a different basic formation.

c. Cross-Country Flights - generally flown in the northern part of the country, they comprised about 15 to 20 percent of a pilot's annual flying time. Although cross-country flights were generally performed by single aircraft, they were sometimes flown in formations, during which the formation commander was the sole navigator. The most common routes utilized by the 25th Regiment for cross-country flying were from Pruszcz Airfield to Bydgoszcz, Debrzno (N 53-32, E 17-14) and back to Pruszcz, and from Pruszcz Airfield to Slupsk (N 54-27, E 17-02), Pila (N 51-57, E 17-55) and back to Pruszcz. The average altitude for cross-country flights was approximately 1,200 meters.

d. Acrobatics and Air Combat - approximately 25 percent of a pilot's annual flying time constituted this type of flying. Acrobatics performed by pilots of the 25th Regiment were of so-called "medium pilotage" (sredni pilotaz); they included such maneuvers as chandelles, loops, dives and spins. The regiment had only a limited number of pilots who were authorized to perform "higher pilotage" (wyzszy pilotaz) acrobatics such as immelmans, falling leaves, and vertical recoveries. Air combat training chiefly consisted of dogfights, normally between two MIGs having pilots with about the same experience and ability. Dogfights were usually performed at approximately 2,000 meters, never below 1,200 meters.

e. Air Gunnery - each pilot had approximately 15 hours per year of air gunnery which consisted of the following phases: first, air-to-ground firing with gun cameras; second, air-to-air firing with gun cameras during dogfights; third, live air-to-ground firing; and fourth, live air-to-air firing using sleeve targets. All four phases had to be successfully completed by any newly-assigned pilot who had just completed flight school before he could become a member of an alert team (para dyzurna) in the regiment. Normally, a year's time was necessary before a pilot completed all gunnery maneuvers. A more experienced pilot, of course, did not have to follow the pattern outlined above. There was no bombardment training of any type in the 25th Regiment.

f. Interception - this type of exercise, which constituted approximately 10 percent of the average pilot's annual flying time, was always conducted in conjunction with the control center (Stanowisko Dowodzenia - SD) and a bombardment unit.

[redacted] exactly six MIGs of the 25th Regiment would attempt to intercept, following the control center's guidance, an IL-28 aircraft dispatched by the bombardment unit stationed at Nowy Dwor Airfield (N 52-27, E 20-39) near Modlin. The IL-28 was used to simulate a US B-47 bomber. Altitude for interception training flights was around 4,000 meters.

g. Medium and High Altitude Flights - there was only a limited number of such flights per year; they were flown both by single aircraft or formations. Medium altitude flights were from 6,000 to 8,000 meters and high altitude flights were above 8,000 meters.

h. Instrument and Night Flights - only pilots who had approximately one and a half years of experience after graduation from flight school could begin instrument flights. The more experience a pilot had the more he could fly instruments; as an average, approximately 20 to 35 hours per year consisted of instrument flights. Once qualified to begin instrument flights, his training program was as follows: he first had to accomplish all the training maneuvers described heretofore but above solid cloud overcasts; the next phase was identical except that it was performed at night with a full moon; the third phase consisted of executing all training exercises above cloud formations at night. The last exercise consisted of live firing at a sleeve target above cloud formations at night. Instrument and night training flights were never conducted below 800 meters.

i. Special Flights - only performed by First Class pilots and the regiment's "Ace Group" (six all-weather pilots), these were flights which were not in conformity with established military flight rules and regulations. They were executed at extreme low altitudes (50 meters above ground)--in fog, during snow storms, and in high winds.

War Games

17. The majority of air force units had simulated combat exercises in conjunction with the rest of the armed forces during the semi-annual general maneuvers. The 10th Fighter Division and its regiments, however, had a separate program which was outlined by Air Force Headquarters and which was called "Air Tactical Exercises" (Lotniczo Taktyczne Cwiczenia). Although these exercises were sometimes conducted with some other air force unit, generally only the 10th Division with its regiments participated. War games were always a sudden affair; there was no advance notification or preparation. Although normally conducted twice a year, there were years when only one such exercise took place. War games usually lasted approximately two weeks during which the combat readiness and capabilities of the 10th Division and its regiments were tested. During the exercise, various simulated

[redacted] 25X1

combat conditions were achieved; included were interception flights, dogfights, AW, BW and CW defense. Interception flights and simulated air combat were executed by either a flight, a squadron, or the entire 25th Fighter Regiment, depending on the aggressor's force. The latter generally consisted of aircraft which belonged to one of the 10th Division's other regiments. Aggressor aircraft were marked for the duration of the exercise with a 50-centimeter-wide black strip which was painted around each wing approximately midway between the tip and the root. Simulated atomic attacks were indicated by the hoisting of distinctive flags, siren blasts and code names over various communication media. Code names were changed every six months. [redacted] 25X1 at Pruszcz, at Slupsk Airfield there were instances when during simulated atomic drops, atomic- 25X1 like mushrooms were produced by chemical means to add realism to the exercise. Flag signals for the various alerts were as follows: a yellow flag for atomic attacks; a yellow flag with black skull and cross bones for chemical and bacterialogical attacks; a red flag for fire; and a blue flag for flood alerts. As Pruszcz Airfield was located at practically sea level, the destruction of the bank abutments of the Wisla River anywhere near Suchy Dab (N 54-13, E 18-47) would flood the airfield within a matter of hours. Because of the flood danger, it was rumored that the field would eventually be turned over for civilian use.

18. During war games, the regiment's reserve aircraft were parked either on the outskirts of the field where they were camouflaged, or in barns and stables of nearby farmers. If not airborne, operational aircraft, their pilots and ground crews had three combat readiness programs as follows:

a. Combat Readiness I (gotowosc bojowa I), in which pilots sat in their aircraft ready to start at a moment's notice (they sometimes sat all day).

b. Combat Readiness II (gotowosc bojowa II) in which aircraft were in readiness but pilots and ground crews remained in nearby buildings (not farther than 100 meters).

c. Combat Readiness III (gotowosc bojowa III), in which aircraft were camouflaged; pilots did not have to wear flying gear but had to be in the base area and inform the duty officer of their whereabouts; and ground crews could perform minor aircraft repairs. Throughout the exercise, one of these three combat readiness categories always prevailed. The regiment commander remained throughout the exercise in the control center where he had a special room.

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Organization and Personnel

19. Inclosure 1 is an organizational chart of the 25th Fighter Regiment. 25X1

The chart was classified and was ordinarily kept in the regiment's secret orderly room. Numbers in parentheses below refer to corresponding numbers on the chart.

(1) Regimental Commander (Dowodca Pulku) - Major Miroslaw KAPCIUCH, a first class pilot. He was responsible for the overall planning and organization of his unit and was directly subordinate to the 10th Fighter Division commander, Lt. Col. Stanislaw TANANA. He concurrently held the position of base commander at Pruszcz Airfield.

(2) Deputy Commander for Engineering (Zastepca Dowodcy do Spraw Inzynieryjnych) - Capt. MROZEK (fnu). He was directly subordinate to the regiment commander. He was in charge of all maintenance personnel and was responsible for the readiness of all aircraft.

(3) Deputy Commander for Navigation (Zastepca Dowodcy do Spraw Nawigacyjnych) - a captain and second class pilot 25X1 He was directly subordinate to the regimental commander. He was responsible for the pilots' navigational 25X1 training and all other activities pertaining to navigation.

(4) Deputy Commander for Pilotage (Zastepca Dowodcy to Spraw Pilotazu) - Capt. SROKA (fnu), a first class pilot. He was directly subordinate to the regimental commander and was the direct superior of the three squadron commanders, the headquarters flight and the ace group. He was responsible for all flying activities and was in charge of all pilots. Although it was seldom practiced, he could give a direct order to a squadron pilot without seeing the particular squadron commander. In Kapciuch's absence, he acted as regiment commander.

(5) Chief of Staff (Szef Sztabu)-Capt. KOMENDA. He was directly subordinate to the regimental commander and was the direct superior of the operations officer, reconnaissance officer, chief of training, chief of parachute duty, chief of air gunnery, chief of special liaison, and personnel officer. He was responsible for the overall administration of the regiment.

(6) Deputy Commander for Liaison (Zastepca Dowodcy do Spraw Lacznosci) - a lieutenant (name unrecalled). He was directly subordinate to the regimental commander and was the direct superior of a group of radio-communications personnel from the regiment's airfield service battalion (The 11th Airfield Service Battalion - 11 Batalion Obslugi Lotnisk) at Pruszcz. He was responsible for all ground communications during flight operations.

(7) Deputy Commander for Political Affairs (Zastepca Dowodcy do Spraw Politycznych) - Capt. ZURAWSKI (fnu). He was directly subordinate to the regimental commander and was responsible for all political and social activities. He was the direct superior of a propaganda officer and an education and culture officer.

(8) Senior Surgeon (Starszy Lekarz) - Capt. SKONECKI (fnu). He was directly subordinate to the regimental commander. As the sole medical specialist in the regiment, he was primarily responsible for the state of health of rated personnel. His duties included periodical physical examinations, the control and enforcement of diets, and altitude indoctrinations. All auxiliary medical help was furnished by the airfield battalion.

(9) Culture and Education Officer (Oficer Kulturalno Oswiatowy)- a lieutenant (name unrecalled). He was directly subordinate to the deputy commander for political affairs. He was responsible for all social activities. His duties also included the supervision of the regiment's Party members.

(10) Propaganda Officer (Oficer Propagandowy) - a second lieutenant (name unrecalled). He was directly subordinate to the deputy commander for political affairs. He was responsible for the regiment's political training.

(11) Operations Officer (Oficer Operacyjny) - rank and name unrecalled. He was directly subordinate to the chief of staff. His primary function consisted of giving operational intelligence briefings and debriefings to pilots.

(12) Reconnaissance Officer (Oficer Zwiadowczy) - Lt. KRAWCZYK (fnu). He was directly subordinate to the chief of staff and was the direct superior of a photo shop which was manned by one NCO and two enlisted men. He was primarily responsible for keeping the regiment informed on the latest data about foreign military units and equipment, including aircraft, ships and armored vehicles. This was accomplished through the projection of photo slides with oral explanations, and the distribution of booklets compiled in the photo shop. He also instructed pilots on foreign aircraft fire vulnerability.

(13) Chief of Training (Szef Wyszkolenia) - a lieutenant (name unrecalled). He was directly subordinate to the chief of staff. He was in charge of all training programs to include scheduling and organizing of various courses for both rated and non-rated personnel.

(14) Chief of Parachute Duty (Szef Sluzby Spadochronowej) - a second lieutenant (name unrecalled). He was directly subordinate to the chief of staff and was responsible for all parachute activities and training. He supervised one NCO parachute jump instructor and two enlisted parachute riggers.

(15) Chief of Air Gunnery (Szef Strzelania Powietrznego) - Lt. WIECIASZEK (fnu), a third class pilot. He was directly subordinate to the chief of staff. He was responsible for all air gunnery activities and equipment.

(16) Chiefs of Special Liaison (Szefowie Lacznosci Specjalnej) - a warrant officer (name unrecalled) and another officer (rank and name unrecalled), both of whom were directly subordinate to the chief of staff. They actually were the regiment's cryptographic officers; only they could encrypt and decrypt messages. The message center itself was assigned to the airfield service battalion. Subordinate to them was the secret orderly room which was headed by a Warrant Officer SAWICKI (fnu) who was assisted by one enlisted clerk. All classified correspondence was prepared, mailed, received, and filed in the secret orderly room.

(17) Personnel Officer (Personalny) - a lieutenant (name unrecalled). He was directly subordinate to the chief of staff and was the direct superior of the orderly room which was manned by two enlisted clerks.

(18) Headquarters Flight (Klucz Dowodztwa) - directly subordinate to the regimental deputy commander for pilotage, this flight comprised the aircraft of the regimental commander, the deputy commander for pilotage, the deputy commander for navigation and the chief of air gunnery. These aircraft were serviced by four senior aircraft mechanics, one electrical equipment mechanic, and one armament mechanic--all of whom were directly subordinate to the senior aircraft technical officer of the headquarters flight, a lieutenant (name unrecalled), who in turn was directly subordinate to the regimental deputy commander for pilotage; he was supervised, however, by the regimental deputy commander for engineering. In accordance with the regimental TO, the headquarters flight also included the "Ace Group" (Grupa Asow) which consisted of six all-weather pilots, their aircraft, and the mechanics who serviced them. The majority of these pilots held either third, second or first class ratings; all were volunteers and specialized in flying under difficult weather conditions. Because there was a shortage of pilots in the 25th Regiment the six aces, although they were still officially assigned to the headquarters flight, were scattered among the different squadron flights where they flew regular missions in addition to the all-weather flying in which they specialized. When flying for a squadron

they were nominally directly subordinate to the particular squadron commander, but the latter could exercise little authority since the aces were "Proteges" of the regimental deputy commander for pilotage. The mechanics who normally serviced the ace group's aircraft were also nominally assigned to the squadrons. [redacted] names of 25X1 two "aces": Lt. Antoni DEKA, a 2nd class pilot, and Lt. UNGER (fnu), a 3rd class pilot.

(19) Field Maintenance Shop (Polowe Warsztaty Remontowe - PWR) - This section consisted of one lathe operator, one sheet metal specialist, one carpenter, and one painter, all of whom were enlisted men supervised by one NCO who was directly subordinate to the PWR manager. This manager was an aircraft technical officer (rank and name unrecalled) who was directly subordinate to the regimental deputy commander for engineering. The PWR also included a forge and a welding shop which could be used by all mechanics. The mission of the field maintenance shop was to provide specialized assistance whenever requested by aircraft maintenance personnel.

(20) Technical Aircraft Service (Techniczna Obsluga Samolotow - TOS) - This section carried out all aircraft repairs which were not serious enough to warrant shipping aircraft to a maintenance depot but which could not be performed by the line maintenance personnel. It was manned by the following personnel: eight enlisted aircraft mechanics, who were directly subordinate to an aircraft technical officer (name and rank unrecalled); six enlisted electrical equipment mechanics, who were directly subordinate to an electrical equipment technical officer (rank and name unrecalled); six enlisted armament mechanics, who were directly subordinate to an armament technical officer (rank and name unrecalled); and one enlisted radio equipment mechanic, who was directly subordinate to the electrical equipment technical officer. The three technical officers were in turn directly subordinate to the TOS commander, an aircraft engineer, Capt. JANKOWSKI (fnu), who was officially known as "Engineer TOS" (Inzynier TOS). JANKOWSKI was directly subordinate to the Regimental Deputy Commander for Engineering.

(21) Regimental Armament Engineer (Inzynier Uzbrojenia) - Lt. GUZEK (fnu). He was directly subordinate to the regimental deputy commander for engineering and supervised three squadron armament technical officers (one per squadron), each of whom was directly superior to three armament enlisted mechanics (one per flight). Each of the mechanics in turn was superior to one assistant armament mechanic. The three squadron armament technical officers were directly subordinate to the squadron deputy commander for technical affairs.

(22) Regimental Electrical Equipment Engineer (Inzynier Osprzetu)- Capt. DROP (fnu). He was directly subordinate to the regimental deputy commander for engineering and supervised three squadron electrical equipment technical officers (one per squadron) each of whom was directly superior to three enlisted electrical equipment mechanics (one per flight). Each of the mechanics in turn was superior to one assistant electrical equipment mechanic. In their respective squadrons, the electrical equipment technical officers were directly subordinate to the squadron deputy commander for technical affairs.

(23) Regimental Radio Equipment Senior Technical Officer (Starszy Technik Radio Urzadzen) - a lieutenant (name unrecalled). He was directly subordinate to the regimental deputy commander for engineering and was the direct superior of one radio equipment technical officer.

(24) Radio Equipment Technical Officer (Technik Radio-Urzadzen) - a second lieutenant (name unrecalled). He was directly subordinate to the regimental radio equipment senior technical officer and supervised three enlisted radio equipment mechanics (one per squadron). In the respective squadrons, the mechanics were directly subordinate to their squadron electrical equipment technical officer. The radio equipment technical officer was also responsible for all radio maintenance in the headquarters flight.

(25) Commander, 1st Squadron - Capt. GRABKA (fnu), a second class pilot. He was directly subordinate to the regimental deputy commander for pilotage and was the direct superior of a deputy commander for pilotage, a deputy commander for technical affairs, and a chief of staff.

(26) Deputy Commander for Technical Affairs, 1st Squadron (Zastepca Dowodcy Eskadry do Spraw Technicznych) - Lt. MACHALA (fnu). He was directly subordinate to the squadron commander. He was supervised, however, by the regimental deputy commander for engineering. He in turn supervised three aircraft technical officers (one per flight) who were directly subordinate to their respective flight commanders. He was the direct superior of the squadron armament technical officer and electrical equipment technical officer; the latter two officers were also supervised by their respective regiment engineers.

(27) Deputy Commander for Pilotage, 1st Squadron - rank and name unrecalled. He was directly subordinate to the squadron commander and was the direct superior of the three flight commanders in the squadron. He was responsible for all flying activities within his squadron.

(28) Chief of Staff, 1st Squadron - a second lieutenant (name unrecalled). He was directly subordinate to the squadron commander. He actually was the squadron's administrative officer.

(29) Commander, 1st Flight of the 1st Squadron - rank and name unrecalled. He was directly subordinate to the squadron deputy commander for pilotage and was the direct superior of the flight's remaining three pilots and the flight technical officer. The latter, however, was supervised by the squadron deputy commander for technical affairs. Each pilot was the direct superior of one aircraft mechanic; the flight's four aircraft mechanics supervised two assistant aircraft mechanics. In all technical matters, however, the aircraft mechanics and their assistants were subordinate to the flight technical officer. Also assigned to the 1st Flight, but not subordinate to its commander, were the following personnel: the squadron's armament technical officer (name and rank unrecalled), who was directly subordinate to the squadron deputy commander for technical affairs; the squadron's electrical equipment technical officer, who also was directly subordinate to the squadron deputy commander for technical affairs; and the squadron's radio equipment mechanic, who was directly subordinate to the squadron electrical equipment technical officer. Also assigned to each of the squadron's three flights, but not subordinate to the flight commanders, were: one enlisted armament mechanic with his assistant, both directly subordinate to the squadron armament technical officer; and one enlisted electrical equipment mechanic with his assistant, both directly subordinate to the squadron electrical equipment technical officer.

(30) and (31) Commanders, 2nd and 3rd Flights of the 1st Squadron - ranks and names unrecalled. Their functions were identical to those of the commander of the 1st Flight. Both the 2nd and 3rd Flights were identical to the 1st Flight except that officially they had three less personnel, i.e., the squadron electrical equipment technical officer, the squadron armament officer, and the squadron radio equipment mechanic. These three personnel, although assigned to the 1st Flight, serviced the entire squadron.

(32) Commander, 2nd Squadron - Capt. ZAUSKA (fnu), a third class pilot. He was directly subordinate to the regimental deputy commander for pilotage. His deputy commander for technical affairs was Lt. BIALY (fnu). [redacted] identical in all respects to the 1st Squadron [redacted] 25X1

(33) Commander, 3rd Squadron - Lt. Waclaw BUCHALSKI, a third class pilot. The structure and functions of the 3rd Squadron were similar to those of the 1st and 2nd Squadrons. No further information.

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[redacted]

20. Listed below are personnel of either the 1st, 2nd or 3rd Squadrons [redacted] 25X1

Lt. GRABISZEWSKI (fnu), a pilot.
Lt. PRZESLAWSKI (fnu), a pilot.
Lt. Jan BONDYRA, an aircraft technical officer.
Lt. LESNIAK (fnu), an aircraft technical officer.
2nd Lt. KWIATKOWSKI (fnu), a pilot.
2nd Lt. MATYSIAK (fnu), a pilot.
2nd Lt. KRAWCZYK (fnu), an aircraft technical officer, not to be confused with Lt. KRAWCZYK, the Regimental Reconnaissance Officer.

21. Although the 25th Fighter Regiment was considered one of the best combat-ready units in the Polish Air Force, its actual personnel strength was below that authorized. A good example of this was the Ace Group, the pilots of which were scattered among squadrons instead of remaining a separate unit as prescribed by the regimental TO. There also was a distinct shortage of maintenance personnel. However, in comparison to many other air force units, the personnel shortage of the 25th Regiment was rather slight. Percentage-wise, pilot strength was about 10 percent below that of the TO; technical officers were about 15 percent below, and enlisted maintenance personnel were approximately 30 percent below their authorized strength.

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25X1

INCLOSURE 1: ORGANIZATION CHART OF THE 25TH FIGHTER REGIMENT

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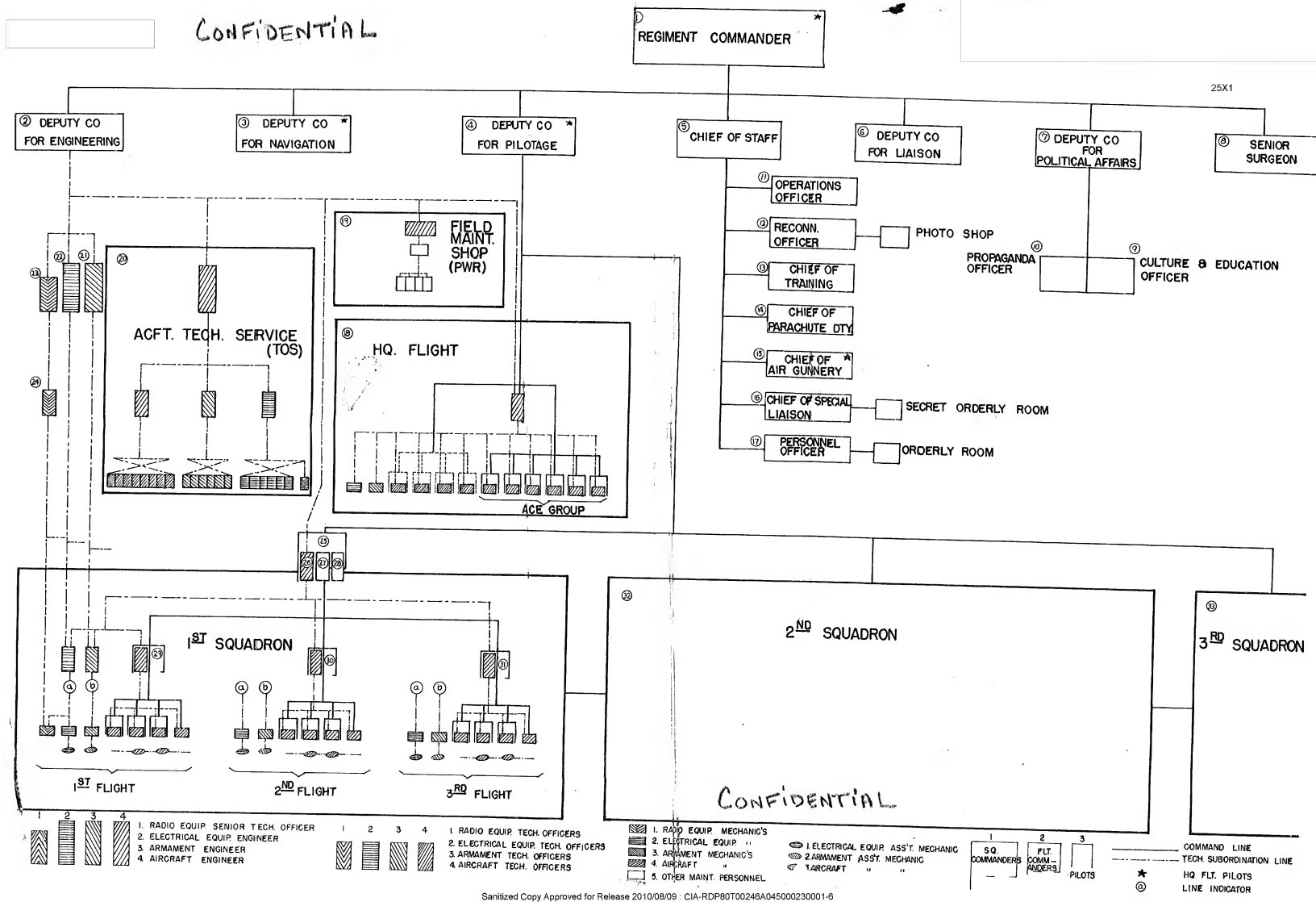

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